
MEETING	EXECUTIVE
DATE	31 MARCH 2009
PRESENT	COUNCILLORS WALLER (CHAIR), STEVE GALLOWAY, SUE GALLOWAY, MOORE, REID, RUNCIMAN AND VASSIE

PART A - MATTERS DEALT WITH UNDER DELEGATED POWERS

206. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

207. MINUTES

RESOLVED: That the minutes of the Executive meeting held on 17 March 2009 be approved and signed by the Chair as a correct record.

208. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

209. EXECUTIVE FORWARD PLAN

Members received and noted details of those items that were currently listed on the Forward Plan for the next two Executive meetings.

210. LOCAL AREA AGREEMENT 2008/09 TO 2010/11 - REFRESH

Members considered a report which outlined the process undertaken to refresh York's Local Area Agreement (LAA) and sought Executive approval of the refreshed LAA before its submission to central government.

The current LAA had been approved by Staffing and Urgency Committee on 6 June 2008. At that time, it had not been possible to set targets for some of the indicators within the LAA. The refresh process had involved updating previously selected and approved indicators and finalising baselines and agreeing targets for the remainder of the LAA period. These targets would be used as the basis for calculating reward grant at the end of 2010/11. The process had been conducted in partnership with

Corporate Management Team, Chairs of strategic partnerships and Government Officer Yorkshire & Humberside.

Two versions of the refreshed LAA were presented. The first, official, version (attached as Annex A to the report) complied with government requirements in terms of format and presentation. The second (attached as Annex B) sought to present the LAA in a more accessible format, consistent with the style and approach adopted for the Council's Corporate Strategy.

Having noted the comments of the Shadow Executive on this item, it was

RESOLVED: (i) That the refreshed Local Area Agreement presented at Annex A to the report be approved, but that it be noted that Government guidance does not permit the adaptation of targets to take into account the national recession.¹

REASON: In order to meet the statutory requirement to refresh the LAA and meet central government guidelines, whilst regretting the lack of acknowledgement that a recession is taking place.

(ii) That Officers be requested to produce a revised version of Annex A, to identify the Executive Member responsible for the indicators.²

REASON: In order to clarify this responsibility.

Action Required

- | | |
|--|----|
| 1. Submit refreshed Strategy to central government | SS |
| 2. Produce a revised version of Annex A | SS |

211. THE NEW CHILDREN AND YOUNG PEOPLE'S PLAN FOR THE CITY OF YORK : 2009-12

Members considered a report which provided a briefing on the partnership work carried out to produce a new Children and Young People's Plan (CYPP) for the City, covering the period 2009-2012.

Under the 2004 Children Act, all local authorities were required to produce a CYPP, setting out the strategic priorities for all those involved in children and young people's services. Responsibility for York's CYPP rested with the YorOK (Children's Trust) Board. The new CYPP, to be formally launched on 1 April 2009, was the end product of a very widespread consultation process. This had included local stakeholders, parents, and children and young people themselves, as well as the Executive and Shadow Executive Members for Children's Services, both of whom were also members of the YorkOK Board.

The new CYPP supported progress towards a number of the Council's corporate priorities, including improving the life chances of the most

disadvantaged and disaffected children, young people and families in the City.

Members commented favourably on the lively format of the CYPP, copies of which had been circulated, and thanked Officers for their work in its production.

Having noted the comments of the Shadow Executive on this item, it was

RESOLVED: That the new Children and Young People's Plan for the City be endorsed and supported. ¹

REASON: To demonstrate the required local authority leadership of this key partnership planning activity.

Action Required

1. Publish and publicise the CYPP

CB

212. CYCLING CITY - PROGRESS REPORT

Members considered a report which provided an update on the progress of the Cycling City Project since the last report to Executive, in September 2008, and indicated priorities for the second year of the project.

The Cycling City strategy, attached as Annex A to the report, had been finalised in December 2008, following the official launch of the project on 10 December. It aimed to increase the overall level of cycling in York by 25%, the number of people cycling to work by 10% and the number of children cycling to school by 100%. Six objectives had been set to help achieve these targets. The report highlighted key aspects of the delivery plan for the strategy, which included:

- Linking marketing of existing opportunities for cyclists with targeted improvements to the network and other better cycling facilities
- Detailed analysis of the results of city-wide consultation on overcoming barriers to cycling
- Delivery of new sections of improved cycling facilities on key routes
- Training, marketing and other events.

A permanent Project Manager had now been appointed and a Transport Manager to support the project would take up post on 8 April. Significant progress had already been made on delivering improvements using the additional funding in 2008/09, and in January the Council had submitted a claim to Cycling England for £183k. A second claim would be submitted in March for £320k, taking the total up to the full allocation of £500k. An internal review was under way to prepare the work programme for Year 2. Key priorities for Year 2, including items which might be funded through the project, were set out in paragraph 52 of the report.

Having noted the comments of the Shadow Executive on this item, it was

RESOLVED: (i) That the progress made on the Cycling England Project in Year 1 be noted.

(ii) That the delivery plan for Year 2 be approved, subject to the receipt of detailed reports on significant schemes, and to the completion of the cycle track along the whole length of Beckfield Lane being added to the list of schemes to be undertaken.¹

(iii) That a further progress report be received in six months' time.²

(iv) That it be noted that a further report on the Lendal Hub Station will be prepared after listed building approval has been obtained and cost estimates have been finalised.³

(v) That the proposed allocation of funding set out in Annex C to the report be agreed in principle, with an allocation of £270,000 towards the Lendal Cycle Hub and £54,000 towards route maintenance, but that Officers be requested to develop further a predictive modelling system aimed at establishing the increase in cycle usage that individual improvement schemes will produce. Such a model to be used to inform the final choice of capital schemes to be implemented.⁴

REASON: To ensure that the project stays on track and delivers the measures necessary to increase levels of cycling, and to ensure that funding is allocated to schemes most likely to deliver the project objectives.

Action Required

- | | |
|---|----|
| 1. Schedule detailed reports on major schemes on the Forward Plan as appropriate and ensure completion of Beckfield Lane cycle track is added to the list | SS |
| 2. Schedule further progress report on Forward Plan for September '09 meeting | SS |
| 3. Schedule report on Forward Plan re Lendal Hub Station, once LBA obtained and costs finalised | SS |
| 4. Develop predictive modelling system, as agreed | |

213. 2009/10 CITY STRATEGY CAPITAL PROGRAMME BUDGET REPORT

Members considered a report which set out the funding sources for the City Strategy Capital Programme and the proposed schemes within the programme to be delivered in the 2009/10 financial year, together with options for the use of additional funding expected from the Regional Funding Allocation.

The base budget of £5,052k approved at Full Council on 26 February 2009 was funded from the Local Transport Plan (LTP), Cycling City grant, Road

Safety grant and developer contributions. The Transport Capital Programme included a number of previously committed schemes, programmed for delivery over the next few years, for which funds would need to be allocated in 2009/10. Details were set out in paragraphs 4 to 12 of the report. Details of allocations to all the main blocks within the budget, including the committed schemes and the allowance for over-programming, were provided in paragraphs 13 to 25 and Annex 1.

The Regional Funding Advice to Ministers issued on 27 February included a proposal to vire funds from the Region's Major Schemes Block into the Integrated Transport and Highways Maintenance Blocks of local authorities. It was understood that York would thus receive additional funding of £1,461k in 2009/10 and £1,316k in 2010/11, enabling some major schemes to be progressed more quickly. Options presented for use of this funding were:

Option 1 (Outer Ring Road Improvements) - development work to progress Haxby Station and Access York Phase 2 schemes and implement improvements to the Outer Ring Road.

Option 2 (Targeted Citywide Improvements) – development work for the Haxby Station and Access York Phase 2 schemes and delivery of schemes in the LTP block to meet Local Area Agreement and LTP targets.

In respect of Option 1, Cllr Vassie voiced concern that spending a large sum on improving the Outer Ring Road might be inconsistent with the Council's commitment to a modal shift away from private car use. Other Members noted that reducing congestion on the ring road was also a Council priority and a necessary precursor to achieving improvements for pedestrians and cyclists.

Having noted the comments of the Shadow Executive on this item, it was

RESOLVED: (i) That the base 2009/10 City Strategy Transport Capital Programme be approved as set out below (*amendments to the list at Annex 1 to the report highlighted in bold*), subject to the addition of the cycling schemes agreed under the previous item (Minute 212 refers).¹

Type	Scheme	09/10 Cost £k	Location
1. Access York Phase 1	New Access York Phase 1 CYC Study	1,047.00	Dringhouses, Rural West and Rawcliffe
2. Outer Ring Road	Hopgrove Roundabout	300	Huntington
3. Outer Ring Road	Access York Phase 2 RFA top up	200	Rawcliffe
4. Multi-Modal Schemes	Fulford Road Multi-Modal Scheme	600	Fulford Fishergate
5. Multi-Modal Schemes	Blossom Street Multi-Modal	500	Micklegate

	Scheme		
6. Multi-Modal Schemes	Fishergate Gyratory Multi-Modal Scheme	150	Fishergate Guildhall
7. Air Quality, Congestion & Traffic Management	New Urban Traffic Management and Control (UTMC)	100	All
8. Air Quality, Congestion & Traffic Management	Purchase of Air Quality monitoring equipment	30	All
9. Park & Ride	New P&R Site Upgrades Scheme	25	Several
10. Park & Ride	New P&R City Centre Bus Stop Upgrades	25	Micklegate Guildhall
11. Public Transport Improvements	Haxby Station Study Work to develop Major Scheme Bid for new station (not included in base budget) RFA top up	250	Haxby
12. Public Transport Improvements	New Bus Location and Information Sub-System (BLISS) Scheme Ongoing programme of improvements	100	All
13. Public Transport Improvements	New Bus Stop & Shelter Programme Scheme Ongoing programme of improvements	50	Several
14. Public Transport Improvements	A59/Beckfield Lane Junction Improvements Scheme Completion of 2008/09 scheme	25	Acomb
15. Public Transport Improvements	New Dial & Ride Vehicle Scheme Purchase of new vehicle for Dial & Ride service	80	Several
16. Walking	Haxby Village Pedestrian Audit (Phase 2) Scheme Programme of upgrades to high priority routes to services	50	Haxby
17. Walking	New Minor Pedestrian Schemes Budget Scheme Provision of minor improvements to network	40	All

	throughout the year		
18. Walking	New Dropped Crossing Budget Scheme Provision of dropped kerbs at locations requested by residents	35	All
19. Walking	New Pedestrian Scheme Development Study Development of future years schemes	10	All
20. Cycling	New Lendal Hub Station Scheme New secure cycle parking facility	270	Micklegate
21. Cycling	Cycle margin and track surface upgrades	54	Several
22. Cycling	Other Cycling City Schemes Scheme Implementation of Cycling City programme	211	Several
23. Cycling	New Crichton Avenue Scheme Kingsway North to Wigginton Road	575	Clifton
24. Cycling	Wigginton Road (Hospital) Scheme Development of scheme at northern end of route	100	Clifton
25. Cycling	New Bootham Crossing Scheme Implementation of new crossing at southern end of Hospital Grounds route	75	Clifton Guildhall
26. Cycling	New Access to Station Study Feasibility work on link from Post Office Lane to station	10	Micklegate
27. Cycling	New Cycle Minor Schemes Scheme Allocation to undertake minor works throughout the year	25	Several
28. Cycling	New Cycling Scheme Development Study Development of future years schemes	20	Several

29. Development- Linked Schemes	Barbican to St George's Field Route Scheme Implementation of works to improve pedestrian facilities	125	Fishergate
30. Development- Linked Schemes	Approaches to Hungate Bridge Study Link to Navigation Road, New James St Link Road Phase 2 Study	20	Heworth
31. Safety Schemes	New Local Safety Schemes Implementation of safety schemes at casualty cluster sites	74	Several
32. Safety Schemes	New Speed Management Schemes Implementation of schemes to address speeding issues	75	Several
33. Safety Schemes	New Danger Reduction Schemes Improvements at sites where there is a perceived danger issue	50	Several
34. Safety Schemes	New Safe Routes for 'Playbuilder' Schemes Study/ Schemes Study (and potential implementation) of safe routes to new 'Playbuilder' sites	50	Several
35. School Schemes	- Safe Routes to School Schemes to be confirmed	200	Several
36. School Schemes	- School Cycle Parking Schemes to be confirmed	50	Several
37. Safety Schemes	New Village Accessibility Review Study Review of junctions to produce priority list of schemes	25	Several
38. Village accessibility review implementation	Mill Lane/Wigginton Road, Dunnington/Common Lane/A1079, Deighton/A19, Towthorpe/Strensall Road and A64 junctions east of York (e.g. Hazelbush).	250	Haxby, Derwent, Wheldrake, Strensall
Carryover Commitments	Allocations to previous years schemes	616	Various

	Total Integrated Transport Programme	6,492.00	
	Total Integrated Transport Overprogramming	990	
Including £450k of £2.777m (2009/10 -2010/11) RFA Supplement	Total Integrated Transport Budget	5,502.00	

REASON: To implement the Council's transport strategy, as identified in York's second Local Transport Plan (LTP).

(ii) That Option 1 (Outer Ring Road congestion reduction improvement) be approved as the preferred use of the supplementary LTP allocation provided by the Regional Transport Board.²

REASON: To ensure the additional funding is used to deliver significant improvements to the City's transport system and to meet LTP and LAA targets.

(iii) That Officers be requested to undertake such accident analysis and preliminary design work as may be necessary to establish the relative costs / benefits of the schemes listed in paragraphs 37 and 41 of the report (improved pedestrian / cycle access to the railway station and improvements to the transport network for local communities), with a view to implementing these schemes as early in the capital programme as resources allow.³

REASON: To ensure that the delivery of these schemes is prioritised.

Note: The above decisions have now been revised, following re-consideration of this item at a meeting of the Executive (Calling In) on 7 April 2009. The minutes of that meeting, incorporating the revised decisions, can be viewed by clicking on the link below.

<http://democracy.york.gov.uk/ieListDocuments.asp?CId=601&MId=3614&Ver=4>

Action Required

1. Make the agreed amendments to the programme SS
2. Make the necessary arrangements to allocate funding to, SS
and proceed with, Option 1 (Outer Ring Road SS
Improvements)
3. Undertake the necessary work to establish the costs and benefits of these schemes

PART B - MATTERS REFERRED TO COUNCIL

214. THE REFRESH OF THE CORPORATE STRATEGY

Members considered a report which described how the Council's Corporate Strategy for 2009-2012 had been refreshed, to align it better with the Sustainable Community Strategy (SCS) and Local Area Agreement (LAA), and asked them to recommend the refreshed Strategy to Full Council for approval.

The Executive had previously received a report on the progress of the refresh process, which had involved intensive sessions held by Corporate Management Team (CMT), meetings between Officers and Group Leaders, and cross-party Member workshops. In place of the existing ten priorities, the refreshed Strategy contained eight themes based on the seven themes of the SCS, plus an eighth theme - Effective Organisation.

The published version of the refreshed Strategy, aimed at Council staff and external audiences, was attached as Annex A to the report. Annex B showed the detailed accompanying 'accountability' spreadsheet which would be included in the back of the published version and updated each year. Each commitment in Annex B was connected with specific actions and milestones, progress on which would be monitored via the Finance and Performance reports to Executive.

Having noted the comments of the Shadow Executive on this item, it was

RESOLVED: That the content of the draft Strategy at Annex A to the report be noted, and endorsed subject to following additions:¹

a) **Sustainable City:**

By end of 2012:

- To have saved approximately an additional 1680 tonnes of carbon through the installation of 7 projects funded through Salix finance (approx. 740 t), and 940 tonnes through additional CMP SIP identified projects

Key 2009/10 milestones:

- To have completed on-going and existing projects as outlined in the CMP SIP which will save in total approximately 1374 tonnes of carbon emissions and to have commenced the implementation of 7 projects funded through Salix finance (and as identified in the Executive CMP Update March 2009).

Commitment:

- We will reduce the carbon emissions associated with the goods and services we buy from other suppliers

Target by end of 2012:

- To reduce spend on goods and services that generate large CO2 emissions

Milestone 09/10:

- Report on how to align the Sustainable Procurement Strategy with the council's Carbon Management Strategy in achieving the objectives to reduce by 25% the council's overall CO2 emissions by 2013.

b) **Commitments**

Sustainable City theme:

We will report back each year on how well we have done in reducing our energy consumption, and carbon emissions.

Effective Organisation:

- The Council will improve communication with residents
- Progress towards the 3 year targets will be reported at the end of each year of the strategy

c) **Text changes to the document**

Page 8 – that the Council's new Headquarters are also fully accessible.

REASON: To ensure the inclusion of outcomes from the Procurement Strategy and to reflect the Council's commitment to reduce its energy consumption by at least 5% each year.

RECOMMENDED: That Council approve the draft Strategy, subject to the above additions.

REASON: To improve the performance monitoring and management arrangements of corporate priorities.

Action Required

1. Amend the Strategy to include these additions, subject to Full Council approval on 2 April SA

A Waller, Chair

[The meeting started at 2.05 pm and finished at 2.50 pm].